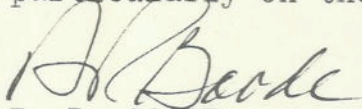


Memorandum**To :** Assistant Commissioner, Field**Date :** July 18, 1980**File No.:** 301.4687.A3798**Subject :** SAN FRANCISCO-
OAKLAND BAY BRIDGE
CLOSURE**From :** Department of California Highway Patrol
Golden Gate Division

Attached is a copy of San Francisco Area's report on the spilled load incident of June 25, 1980. The spilled substance was initially believed to be hazardous and resulted in an 11 hour closure of the eastbound lanes of the San Francisco/Oakland Bay Bridge. Copies of the report have been forwarded directly to Enforcement Services Division for their review and transmittal to Mr. Peter Weiner, Special Assistant for Toxic Substances Control, Governor's Office.

Division agrees with Area's evaluation of Caltrans and CHP actions during the incident. Additional meetings have been scheduled between San Francisco Area supervisors and Caltrans managers to explore the possibility of implementing the recommendations made for improving emergency management response and clean up of toxic spills, particularly on the Bay Bridge.



B. R. GOODE
Assistant Chief

Memorandum

To : Golden Gate Division

Date : July 3, 1980

File No.: 335.3335.A3672

Subject: SAN FRANCISCO-OAKLAND BAY
BRIDGE CLOSURE -- SPILLED
LOAD

From : Department of California Highway Patrol
San Francisco Area

SUMMARY

At about 1538 hours, June 25, 1980, a white powder substance, not readily identifiable, was reported spilled in the westbound lanes of San Francisco-Oakland Bay Bridge causing closure of the westbound lanes until motorist safety could be assured.

San Francisco Area established a Command Post and determined that none of the agencies on the scene were equipped to identify the spilled material or to safely effect a cleanup.

The decision was made to wait for hazardous spill experts to respond even though there was considerable delay due to traffic congestion. Helicopter transportation was arranged for the responding experts. The news media was accommodated.

Delays were experienced by the responding cleanup personnel and in obtaining necessary equipment and supplies. Most delay was unavoidable due to congestion, distances, and our own helicopter being out of service.

The spilled material could not be positively identified thereby requiring careful cleanup prior to traffic being released. Cleanup was completed and the bridge opened at 0122 hours, June 26, 1980.

INCIDENT

At 1538 hours, San Francisco Dispatch received a radio message from a San Francisco beat unit (32-81) indicating that there was a possible chemical spill in the numbers 2, 3, 4, and 5 westbound lanes of the San Francisco-Oakland Bay Bridge (S.F.O.B.B.), west of Treasure Island. At 1540 hours San Francisco Dispatch was notified by S.F.O.B.B. Dispatch that there had been a chemical spill of some type westbound, west of Treasure Island. They also indicated that Cal Trans personnel were at the scene. The information related at this time was that it was a powder substance and that the material was being blown around by passing vehicles. At approximately this same time a call was received from a toll plaza supervisor indicating that traffic was

Golden Gate Division

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July 3, 1980

continuing west, through the area of the chemical spill.

The Field Operations Officer was advised of the incident and after a discussion with S.F.O.B.B. Maintenance Superintendent, Mr. John Ongaro, it was decided to close the westbound lanes at the toll plaza stopping all westbound traffic at 1555 hours. At 1601 hours Sergeant Kunkel, San Francisco Area, arrived at the scene and with the assistance of bridge personnel attempted to determine the identity of the substance. Mr. John Ongaro had already called I.T. Corp., a Martinez based firm that specializes in the identification and disposal of hazardous wastes. Initial contacts were made with San Francisco Police Department and San Francisco Fire Department about 1610 hours.

A California Highway Patrol Command Post was established at 1645 hours on the bridge at the west side of Treasure Island. Present at this location was Cal Trans, U.S. Navy, U.S. Coast Guard, Cal OSHA (Dr. Richard Wade), and news media representatives. It was determined as quickly as possible that no agency on the scene was equipped to identify or clean up the spill. The Coast Guard had asked for escort to bring personnel and equipment to the scene but they were not sufficiently equipped to do the job. It was then determined that the best course of action would be to wait for I.T. Corp. to arrive.

Doctor Richard Wade (Cal OSHA), who arrived at the Command Post to volunteer his assistance as a toxicologist, was allowed to approach the spill in protective clothing and secure a sample for tests while I.T. Corp. was en route. He determined the powder was not water soluble but was soluble in methyl alcohol. He could not identify it.

S.F.O.B.B. bridge authorities notified San Francisco Area that because of severe traffic congestion the I.T. Corp. personnel were unable to reach the scene. California Highway Patrol Helicopter 6 was in Stockton on a maintenance flight and not available for service. The situation dictated that another agency be contacted to assist in providing helicopter service. Contact was made with KGO helicopter and they agreed to pick up the I.T. Corp. personnel at Orinda Airfield. They were transported to the helipad atop San Francisco's Hall of Justice and relayed by a California Highway Patrol unit to the site of the incident at 1900 hours. After conducting extensive tests, the I.T. Corp. chemist was unable to determine the identity of the substance. They did indicate that they believed the material was probably non-toxic; however, they also indicated that it could possibly be toxic. Based on this information it was decided not to reopen the westbound lanes at this time.

Golden Gate Division

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July 3, 1980

As previously determined, methyl alcohol was needed to place the substance in solution so it could be moved and cleaned from the bridge surface. The clean-up crew estimated about 100 gallons of methyl alcohol would be needed. Navy personnel were first to locate a quantity and at about 2215 hours they arrived with a pickup truckload from Oakland.

Initial cleanup preparation started at about 2030 hours and the methyl alcohol washdown began at about 2130 hours. It was estimated that it would take approximately two hours to complete. San Francisco Fire Department responded with a fire truck and remained at the scene during the methyl alcohol washdown.

The coning and rerouting of two-way traffic on the lower deck was considered. However, San Francisco Area and Cal Trans agreed that the routing of two-way traffic on the lower deck was not feasible at this time due to traffic volume. Approximately every hour a reevaluation was made based on traffic density and length of time needed for cleanup of the lanes. Preparations were made by positioning personnel and equipment to implement the two-way traffic on the lower deck if the need arose. At 2120 hours support units from Redwood City and Marin Areas were requested to report to San Francisco Area for possible assistance with traffic control. They remained on standby until 2225 hours, when they were released to return to their Areas.

At 2310 hours, based on estimated cleanup time and the time it would take to reroute traffic, it was determined that two-way traffic for the lower deck would not be implemented.

At approximately 2330 hours Cal Trans began a water washdown and vacuuming of the spilled material. It was now estimated that the cleanup would be completed by 0100 hours. The cleanup continued and at approximately 0119 hours the San Francisco-Oakland Bay Bridge supervisor at the scene determined that the westbound lanes could be opened.

At 1130 hours June 26, 1980 Dr. Richard Wade, a toxicologist from Cal OSHA, notified San Francisco Area that the white substance has been identified as magnesium silica oxalate. This material is an apparent non-toxic and non-harmful substance that can be used as a paint additive or as a cleansing material.

At 1427 hours on June 26, 1980, Sacramento Communication Center received a telephone call from Mr. Nabil Mustafa, 1108 Clinton Road, Sacramento. Mr. Mustafa reported that he witnessed the spilled load on the bridge and pro-

Golden Gate Division

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July 3, 1980

vided the license number of the vehicle involved. This information was relayed to San Francisco Area at 1432 hours.

The vehicle involved was a 1973 Ford, 2 axle stake bed, registered to D. J. Simpson Co., 111 South Maple Avenue, South San Francisco. Contact with company personnel was not accomplished until 0855 hours on June 27, 1980. Mr. D. J. Simpson was contacted and admitted that his vehicle and driver were involved in the spill. The employee/driver James Alan Craig was driving the truck when one 50 pound sack of Microtalc (brand) fell off into the westbound #3 lane of the S.F.O.B.B. The bag was then struck by a 1979 yellow Fiat driven by Mr. Mustafa, who continued on without reporting the incident until the following day in Sacramento. A complaint has been filed charging James Craig with a violation of 23114 CVC. (See attached CHP 555)

OVERVIEW OF THE INCIDENT

A noticeable weakness in this operation was the time it took for the toxic material experts to arrive at the scene. In this incident and in possible future incidents in this Area, it is appropriate to assume that the same type of congestion will occur; therefore, appropriate plans to expedite the movement of hazardous material identification personnel to the scene will have to be addressed. It is unfortunate that the California Highway Patrol Helicopter 6 (H-6) was not available for deployment in this particular case; however, it emphasizes the need to coordinate helicopter use in this type of incident.

At this time there are no known injuries attributable to the incident and while the public was inconvenienced to a large extent, the potential for harm was such that the operational decision to close the bridge was necessary and proper. Total California Highway Patrol manhours expended: 162.

RECOMMENDATIONS

On Friday, June 27, 1980, a meeting was held with Cal Trans to discuss the bridge closure and cleanup procedures. (See attached memorandum) The following recommendations are a result of this meeting and Area's review of the incident:

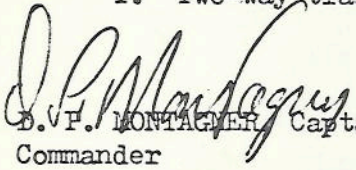
1. Cal Trans should have readily available protective clothing and sample containers for collection of possible hazardous material samples. The sample could then be transported to a laboratory for analysis.

Golden Gate Division

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July 3, 1980

2. There should be backup helicopter transportation available to assist in transporting personnel and/or hazardous material samples for analysis. Cal Trans should explore the availability of additional helicopter services.
3. Cal Trans should identify a number of laboratories throughout the Bay Area that would be available on a 24-hour basis for the identification and analysis of possible hazardous materials.
4. The California Highway Patrol Area should have a more identifiable joint California Highway Patrol-Cal Trans Command Post. Well marked signs which identify the location should be used.
5. A meeting should be planned with Cal Trans, Golden Gate Division, Golden Gate Bridge, and local California Highway Patrol Area personnel to discuss and plan emergency procedures necessary for a toll bridge closure. Discussion items:
 - a. Controlling and closing of approaches to a toll crossing.
 - b. Rerouting or turning traffic around at a closed toll plaza.
 - c. Consider various alternate freeways for detour routes.
 - d. Identify critical and optimum points for freeway closures.
 - e. If the identification and the analysis of an unknown material is discussed, a chemist or other expert such as Dr. R. L. Wade, a toxicologist from Cal OSHA, should be present.
 - f. Two-way traffic on lower or upper deck of S.F.O.B.B.


D. P. MONTAGUE, Captain
Commander

CHRONOLOGICAL INCIDENT LOG

JUNE 25, 1980

- 1538 Radio notified by 32-81 possible chemical spill W/B I-80, west of Treasure Island, in numbers 2, 3, 4, 5 lanes.
- 1540 Cal Trans 10-97 at chemical spill, W/B, west of Treasure Island.
- 1550 Cal Trans reports unknown white powdery substance on roadway. Request W/B lanes closed to traffic. Will call I.T. Corp from Martinez.
- 1555 W/B lanes closed at toll plaza.
- 1557 Treasure Island security notified not to allow traffic on to W/B I-80.
- 1601 32-S6 (Sergeant Kunkel) arrived at the spill scene-east end.
- 1603 32-104 at east end of spill scene with 32-56. E/B traffic is not affected by the spill.
- 1608 The spill is not being blown around by the wind. I.T. Corp is enroute with an E.T.A. of 20-30 minutes.
- 1612 Coast Guard Marine Safety Team arrived at east end of the spill.
- 1619 32-S6 request that Water Quality Control Board respond to the scene.
- 1640 Request for H-6 at spill scene.
- 1645 Notified H-6 is in the Stockton Area on maintenance overhaul. Command Post established at the west side of Treasure Island.

- 1650 Public Affairs Officer contacted KGO-Radio Helicopter. KGO asked to provide transportation for I.T. Corp from Martinez to spill scene. KGO contact Bruce at 863-4666.
- 1653 Cal Trans contacted and told to coordinate pick up of I.T. Corp with KGO Helicopter. Informed by KGO that pick up zone for I.T. Corp will be Buchanan Field in Concord.
- 1700 Dr. Wade Cal OSHA arrived at the Command Post and volunteered his assistance as a toxicologist.
- 1705 San Francisco Fire Department called and is available for washdown.
- 1733 GG-1 and GG-3 arrived at the scene of the spill.
- 1740 32-S6 request the East Bay Regional Parks be contacted to see if their helicopter is available.
- 1800 Called KGO for ETA of pick up of I.T. Corp. I.T. Corp is standing by at Orinda for KGO Helicopter. Once I.T. Corp team is picked up it will be transported to the top of Hall of Justice (closest landing area).
- 1813 H-6 advises San Francisco Area that it will be in the area in 15 minutes. (Over Livermore Valley)
- 1815 KGO Copter has picked up I.T. Corp team at Orinda.
- 1821 KGO called and states its copter has a 10 minute ETA to Hall of Justice Helipad.
- 1830 I.T. Corp van at spill scene and is standing by for its technicians.
- 1832 H-6 advises it is 10-97 at the west end of the bridge.

- 1835 Cal OSHA doctor is 10-97 at the spill scene.
- 1849 H-6 (pilot only) is requested to stay in the area for possible MEDEVAC. H-6 will stand by at Emeryville.
- 1850 KGO Helicopter 10-97 at Hall of Justice with I.T. Corp Team.
- 1855 I.T. Corp Team 11-48 from Hall of Justice to SFOBB via San Francisco CHP Unit.
- 1900 I.T. Corp Team 10-97 at scene.
- 1940 32-C 10-97 on the west end of the spill.
- 2000 I.T. Corp Team feels substance is probably non-toxic but may still be harmful. Will start clean up.
- 2010 H-6 released from stand by status.
- 2015 Contact GG-1 at Oakland CHP office regards having east/west traffic on E/B deck (32-S6).
- 2020 I.T. Corp estimates two hour clean up of scene.
- 2058 32-C request a 30 minute delay of any coning by Cal Trans on E/B deck.
- 2100 32-83M enroute from Oakland Army Base with alcohol.
- 2112 Alcohol arrived at scene.
- 2120 Requested Marin and Redwood City CHP to send five Officers each to San Francisco Area for assistance in traffic control.

- 2200 Cal Trans request 2300 hour delay on two way E/B traffic (John Ongaro).
- 2225 Redwood City and Marin CHP units released back to their areas. Seven 32 evening units held over for traffic control #23, #21, #104, #84, #83M, #81M, 80
- 2310 Per CHP, Cal Trans evaluation - recommend not to open lower deck to two way traffic.
- 2320 Cal Trans begins washdown of spill and the vacuuming up of the chemicals.
- 0030 Request by GG-16 for escort of U.S. Navy Fire Department from scene to pick up more alcohol for decontamination of personnel.
- 0055 Treasure Island Fire Department 10-98.
- 0119 Radio notified by S-4 that bridge is open and clear.
- 0122 Toll lanes are open to W/B traffic.

Memorandum

To : San Francisco Area

Date : July 3, 1980

File No.: 335.2571.A3736

Subject: MEETING WITH CAL TRANS
SFOBB CLOSURE

From : Department of California Highway Patrol
San Francisco Area

A meeting with Department of Transportation supervisory personnel was held at 1330 hours, June 27, 1980, at District 4 Headquarters.

Present were:

1. B. C. Bachtold - Deputy District Director, Maintenance
2. C. H. Moll - Senior Highway Superintendent, Cal Trans
3. Chuck Seim - Chief, Operations Support Toll Bridges
4. R. W. Halligan - Information Officer, Cal Trans
5. John Ongaro - Maintenance Superintendent, S.F.O.B.B.
6. Clyde Kent - Paint Superintendent, S.F.O.B.B.
7. Dave Montagner - Captain, San Francisco CHP
8. Raul Palazuelos - Lieutenant, San Francisco CHP
9. Frank Moran - Traffic Officer, San Francisco CHP

The purpose of the meeting was to review the procedures used during the closure of the San Francisco-Oakland Bay Bridge on June 25, 1980. Areas of responsibility were discussed, procedures reviewed, and time logs compared.

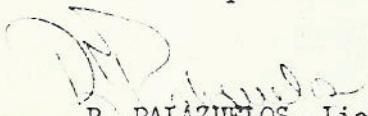
The consensus of all present was that in view of the traffic congestion, distance of assistance, and the availability of air transportation, the procedures and actions taken were proper. The chemists at the scene were in agreement that the substance could not be positively classified as non-toxic; consequently, the operational decision had to be to close the bridge.

The following identifiable concerns were addressed:

1. Protective clothing - Cal Trans should have readily available protective clothing, sample containers, etc., for collection of spill samples. The sample then could be transported (air/auto) to nearest laboratory for analysis.

July 3, 1980

2. Laboratories - The need for several laboratories to analyze hazardous material was readily apparent to all. Cal Trans will compile a centralized list of laboratories in the Bay Area which can analyze potential hazardous material.
3. Air transportation - There is an apparent need for back up helicopter transportation to assist in transporting personnel or hazardous material for analysis. Cal Trans will explore the availability of additional helicopter services.
4. Additional meeting - There will be another meeting scheduled to further discuss emergency procedures for hazardous materials spills. This meeting will involve Golden Gate Division personnel.


R. PALAZUELOS, Lieutenant
Field Operations Officer

De la détermination des points de vue

0.794 (4.4, 1.79) (5.97, 9.13)

[illegible]

SUPPLEMENTAL/NARRATIVE (Check one) <input checked="" type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> OTHER:	DATE OF ORIGINAL INCIDENT MO. <u>6</u> DAY <u>25</u> YR. <u>80</u>	TIME (24HR) <u>1540</u>	NOT. NUMBER <u>7-335</u>	OFFICER I.D. NUMBER <u>5990</u>	CITATION NUMBER RE: AT REPORTING DISTRICT	PAGE <u>3</u>
LOCATION/SUBJECT CITY/COUNTY						

POINT OF REST: VEHICLES REMOVED FROM SCENE PRIOR TO CHP ARRIVAL.

DAMAGE TO VEHICLES: VEHICLE #1 SUSTAINED NO DAMAGE. VEHICLE #2 SUSTAINED MINOR DAMAGE TO THE EXTERIOR PAINT SURFACE AND INTERIOR OF THE VEHICLE. NOTE: ABOVE DAMAGE IS AS DESCRIBED BY DRIVER #2, (MUSTAFA). VEHICLE WAS NOT OBSERVED BY CHP PERSONNEL.

DRIVERS LICENSE STATUS: LICENSES VALID AND OF PROPER CLASSIFICATION.

ADDITIONAL FACT: DRIVER #2 (MUSTAFA) NOTIFIED SACRAMENTO CHP OF THE ACCIDENT AT APPROXIMATELY 2:30 PM. 6/26/80. THROUGH DRIVER #2'S DESCRIPTION, DRIVER #1 AND VEHICLE #1 WERE LOCATED AT 8:55 AM 6/27/80, AND THE REPORT TAKEN.

STATEMENT DRIVER CRAIG RELATED IN ESSENCE: I WAS W/B ON I. 80 IN THE W-2 LANE AT APPROXIMATELY (50) MPH WHEN I OBSERVED ONE OF THE (50) LB. SACKS OF MICROTALC FALL FROM THE RT. REAR OF MY TRUCK INTO THE W-3 LANE. A YELLOW CAR IN THE W-3 LANE STRUCK THE SACK AND SCATTERED THE CONTENTS IN THE ROADWAY. THE YELLOW CAR WAS NOW WHITE, AND IT FOLLOWED ME TO THE WEST END OF THE BRIDGE. I OBSERVED THE DRIVER OF THE CAR AND MOTIONED FOR HIM TO FOLLOW ME, BUT HE CONTINUED ON. I THOUGHT THE SPILLED MATERIAL WOULD JUST BLOW AWAY AND I KNEW IT WAS NOT DANGEROUS. I CONTINUED TO MY EMPLOYERS BUSINESS ADDRESS AND NOTIFIED MY SUPERVISOR OF THE LOSS OF THE (50) LB. BAG.

STATEMENT DRIVER MUSTAFA RELATED IN ESSENCE: I WAS W/B ON THE BAY BRIDGE IN THE W-3

PREPARED BY	I.D. NUMBER	MO. DAY YR.	REVIEWED BY	MO. DAY YR.
LP MANIT	5990	6 27 80		

DATE OF COLLISION	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
MO. 6 DAY 25 YR. 80	1540	9-335	5990		4

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

YERBA BUENA ISLAND



INDICATE NORTH

WEST END Y.B.I. TUNNEL

GUARD RAIL

1.5 MILES

CALL BOX #124

AREA OF IMPACT

SPIILLED LOAD

W-5 W-4 W-3 W-2 W-1

VIEW:

W/B.I. 80 SAN FRANCISCO - OAKLAND BAY BRIDGE
TOP DECK OF TWO-DECK STRUCTURE

W/BI 80
#124

SUPPLEMENTAL/NARRATIVE
(Check one)

☒ NARRATIVE CONTINUATION TRAFFIC
COLLISION REPORT (CHP 555 OR 555-01)

☐ SUPPLEMENTAL TRAFFIC COLLISION
REPORT (CHP 555 OR 555-01)

☐ OTHER:

MO. 6 DAY 25 YR. 80	1540	9-335	5990	5
LOCATION/SUBJECT			CITATION NUMBER	
CITY/COUNTY			BEAT	
REPORTING DISTRICT				

LANE WHEN I OBSERVED A BAG FALL OFF A WHITE FLAT-BED TRUCK IN FRONT OF ME TO MY LEFT. I RAN INTO THE BAG AND A LARGE CLOUD COVERED MY CAR. I FOLLOWED THE TRUCK TO THE WEST END OF THE BRIDGE AND OBTAINED A LICENSE NUMBER. I ALSO GOT A GOOD LOOK AT THE DRIVER AND WOULD RECOGNIZE HIM AGAIN IF I SAW HIM.

OPINIONS AND CONCLUSIONS: T.C. OCCURRED W/B I. 80 SAN FRANCISCO - OAKLAND BAY BRIDGE IN THE VICINITY OF CALL BOX #124, APPROXIMATELY (1 1/2) MILES WEST OF YERBA BUENA ISLAND IN THE W-3 LANE OF (5) W/B LANES. DRIVER #1 WAS W/B IN THE W-2 LANE AT APPROXIMATELY (50) MPH. WHEN A (50) LB. BAG OF MICROTALC FELL OFF THE RT. REAR OF HIS TRUCK AND INTO THE W-3 LANE. VEHICLE #2, W/B IN THE W-3 LANE AND SLIGHTLY BEHIND VEHICLE #1, STRUCK THE BAG AND SCATTERED THE CONTENTS THROUGHOUT THE (5) W/B LANES OF THE BRIDGE. VEHICLES #1 AND #2 CONTINUED OFF THE WEST END OF THE BRIDGE AND LEFT THE SCENE.

T.C. CAUSED BY DRIVER #1 (CRAIG) WHEN AN UNSAFELY LOADED BAG OF CARGO SPILLED ONTO THE ROADWAY. VIOLATION OF SECTION 23114 V.C., SPILLING LOAD ON ROADWAY.

RECOMMENDATIONS: COMPLAINT BE FILED AGAINST DRIVER #1 (CRAIG), FOR VIOLATION OF SECTION 23114 V.C., SPILLING LOAD ON ROADWAY.

PREPARED BY		REVIEWED BY	
NAME LP MANIT	I.D. NUMBER 199116	NAME	I.D. NUMBER
	MO. DAY YR. 2780		

DL/NO:N6456710*B/D:11-06-59*NAME:CRAIG JAMES ALAN*
ADDR AS OF 11-01-78:2518 ALBRIGHT SO SAN FRAN 94080*
IDENTIFYING INFORMATION:
SEX:MALE*HT:5-10*WT:160*EYES:HSL*HAIR:BROWN*
LIC/ISS:11-01-78*EXP/BD:82*CLASS:3 *
LICENSE STATUS:
VALID*

DEPARTMENTAL ACTIONS:
NONE

CONVICTIONS:

VIOL/DT	CONV/DT	SEC/VIOL	DKT/NO	FINE	DISP	COURT	VEH/LIC
01-27-78	02-27-78	21453H VC	703666	020	B	414	

FROM CLETS:

DATE:06-30-80*TIME:12:40*

DL/NO:N6456710*B/D:11-06-59*NAME:CRAIG JAMES ALAN*
ADDR AS OF 11-01-78:2518 ALBRIGHT SO SAN FRAN 94080*
IDENTIFYING INFORMATION:
SEX:MALE*HT:5-10*WT:160*EYES:HSL*HAIR:BROWN*
LIC/ISS:11-01-78*EXP/BD:82*CLASS:3 *
LICENSE STATUS:

VALID*

DEPARTMENTAL ACTIONS:
NONE

CONVICTIONS:

VIOL/DT	CONV/DT	SEC/VIOL	DKT/NO	FINE	DISP	COURT	VEH/LIC
01-27-78	02-27-78	21453A VC	703666	020	B	41450	WIA877
07-22-78	08-30-78	22350 VC	*840655	025	B	41470	WIP877
		22352 VC					

FROM CLETS:

DATE:06-30-80*TIME:12:40*

DL/NO:N6456710*B/D:11-06-59*NAME:CRAIG JAMES ALAN*
ADDR AS OF 11-01-78:2518 ALBRIGHT SO SAN FRAN 94080*
IDENTIFYING INFORMATION:
SEX:MALE*HT:5-10*WT:160*EYES:HSL*HAIR:BROWN*
LIC/ISS:11-01-78*EXP/BD:82*CLASS:3 *
LICENSE STATUS:

VALID*

DEPARTMENTAL ACTIONS:
NONE

CONVICTIONS:

VIOL/DT	CONV/DT	SEC/VIOL	DKT/NO	FINE	DISP	COURT	VEH/LIC
01-27-78	02-27-78	21453A VC	703666	020	B	41450	WIA877
07-22-78	08-30-78	22350 VC	*840655	025	B	41470	WIP877
		22352 VC					
11-13-79	12-13-79	22450 VC	022391	020	C	41420	MY77BRD
08-14-79	12-27-79	22348A VC	63415	155	U	31620	904XCV
			*FTA CLEARED				

FAILURES TO APPEAR:

NONE

ACCIDENTS:

DATE	LOCATION
05-09-78	SO SAN FRAN
11-15-79	SO SAN FRAN

END

VEH LIC	REPORT NO	FR CASE NO
WIP877		05 09 80294
MY77BRD	41175500019	11 15 90001

THIS ORDER PLACED SUBJECT TO CONDITIONS SHOWN ON REVERSE SIDE HEREOF.

SUPPLEMENTAL/NARRATIVE

(Check one)

NARRATIVE CONTINUATION TRAFFIC
COLLISION REPORT (CHP 555 OR 555-01)X SUPPLEMENTAL TRAFFIC COLLISION
REPORT (CHP 555 OR 555-01)

OTHER:

6 25 80 1540 7335 5990

W/BE/80 AT BRIDGE GILL BOX #124

1.5 MILES W/ YERBA BUENA ISLAND

CITY/COUNTY

SAN FRANCISCO / SAN FRANCISCO

STATION NUMBER

251653

BEAT

81

REPORTING DISTRICT

CHANGE ON PAGES 1, 2, 3, 4 AND 5

TIME: FROM: 1540

TO 1530

PREPARED BY

I.D. NUMBER

PREPARED

REVIEWED APPROVED BY

I.D. NUMBER

APPROVED

NAME/RANK

MO. DAY YR.

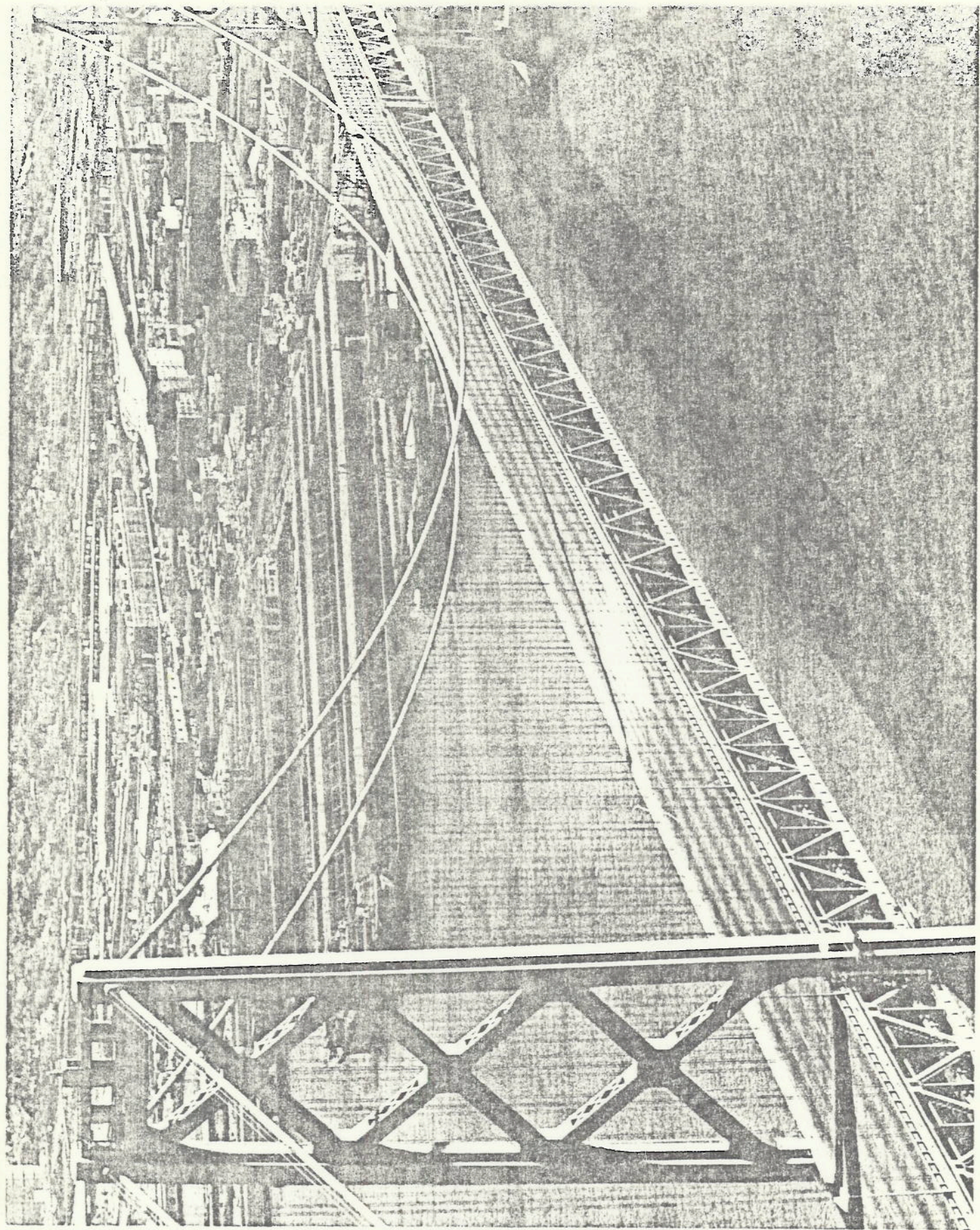
NAME/RANK

MO. DAY YR.

B. JACOBSON

2256

7 380



26JUN80 03.15.51 TO CZDP FROM CZD2:

CHP GOLDEN GATE DIVISION
ALL AREAS GOLDEN GATE DIVISION
CHP HEADQUARTERS-OFFICE OF ASSISTANT COMMISSIONER-CHIEF OF FIELD SERVICES
062680 0130PDT

UNUSUAL INCIDENT- UPDATE AND CONTINUATION OF MSG OF 6-25-80 1710PDT.

SUMMARY:

CLEAN UP OF CHEMICAL SPILL ON THE SAN FRANCISCO OAKLAND BAY BRIDGE (SFOBB).

INCIDENT:

I. T. CORPORATION (HAZARDOUS MATERIALS IDENTIFICATION AND CLEAN-UP) WAS REQUESTED BY CAL TRANS TO RESPOND TO THE HAZARDOUS MATERIAL SPILL. DUE TO HEAVY TRAFFIC CONGESTION AND WESTBOUND LANES OF THE SFOBB CLOSED, I. T. CORP. PERSONNEL WERE FLOWN FROM ORINDA AIRFIELD TO SAN FRANCISCO HALL OF JUSTICE HELICOPTER PAD FOR TRANSPORTATION TO THE SCENE. AT 1930 HOURS I. T. CORP. PERSONNEL BELIEVED THAT THE CHEMICAL SPILLAGE WAS NOT OF A TOXIC NATURE & PREPARED FOR CLEAN UP OPERATIONS. POSITIVE IDENTIFICATION OF THE SUBSTANCE COULD NOT BE COMPLETED AT THE SCENE. AT 2100 HOURS MARIN AND REDWOOD CITY CHP WERE ASKED TO SEND FIVE OFFICERS EACH

CONTINUE PAGE 2

TO ASSIST WITH TRAFFIC CONTROL. AT 2225 HOURS THE OFFICERS FROM BOTH AREAS WERE DISMISSED.

AT 0119 HOURS THE CLEAN UP WAS COMPLETED AND WESTBOUND LANES ON THE BRIDGE WERE OPENED. THE EASTBOUND LANES OF THE BRIDGE REMAINED OPENED DURING THE ENTIRE OPERATION.

POSITIVE IDENTIFICATION OF THE SUBSTANCE WILL BE ATTEMPTED DURING A LABORATORY ANALYSIS.

NO INJURIES REPORTED BY EITHER THE GENERAL PUBLIC OR PERSONNEL INVOLVED.

MEMORANDUM TO FOLLOW.

REFER/ D. P. MONTAGNER CAPTAIN
CHP SAN FRANCISCO AREA/CZD/BK

25JUN80 17.00.45 TO SFVP FROM CDE2.

CHP GOLDEN GATE DIVISION

ALL AGENS GOLDEN GATE DIVISION

CHP HEADQUARTERS - ASSISTANT COMMISSIONER / CHIEF OF FIELD OPERATIONS
06-25-80 1710PDT

UNUSUAL INCIDENT

SUMMARY:

CLOSURE OF THE WESTBOUND LANES OF THE SAN FRANCISCO-OAKLAND BAY BRIDGE DUE TO POSSIBLE HAZARDOUS MATERIAL SPILL.

INCIDENT:

AT 1540 HOURS CAL TRANS CONTACTED SAN FRANCISCO AREA TO ADVISE OF A WHITE POWDERY SUBSTANCE WESTBOUND ON THE SAN FRANCISCO OAKLAND BAY BRIDGE WEST OF TREASURE ISLAND.

THE WESTBOUND LANES ON THE BRIDGE WERE CLOSED AT 1555 HOURS AND WILL REMAIN CLOSED UNTIL THE WHITE POWDERY SUBSTANCE CAN BE IDENTIFIED. THE EASTBOUND LANES HAVE REMAINED OPEN.

FURTHER DETAILS TO FOLLOW UPON IDENTIFICATION OF THE SPILLED MATERIAL.

26JUN80 12.06.46 TO SFVP FROM SFV2:

CHP HEADQUARTERS

OFFICE OF ASSISTANT COMMISSIONER
CHIEF OF FIELD SERVICES

UPDATE ON UNUSUAL INCIDENT INVOLVING CLOSURE OF SAN FRANCISCO-OAKLAND BAY BRIDGE OCCURING 6-25-80

WE HAVE BEEN INFORMED BY DR. RICHARD WADE, FROM CAL-OSHA, THAT THE SUBSTANCE INVOLVED IN THE CLOSURE OF THE SAN FRANCISCO-OAKLAND BAY BRIDGE HAS BEEN IDENTIFIED AS MAGNESIUM-SILICA CLAY, A NON-TOXIC AND NON-HARMFUL SUBSTANCE. /

CHP / SAN FRANCISCO AREA / MONTAGNER

RP